

Clear MICLIC

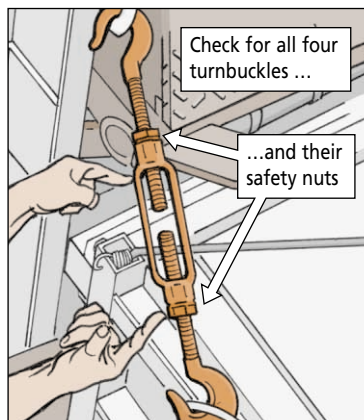
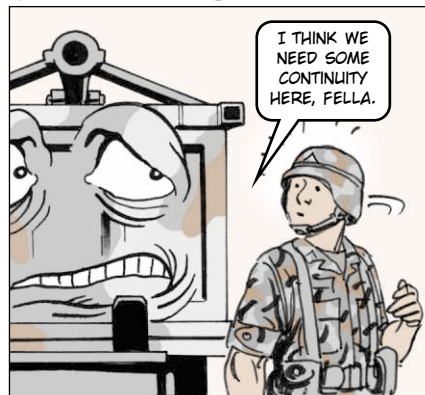
Problems with PM



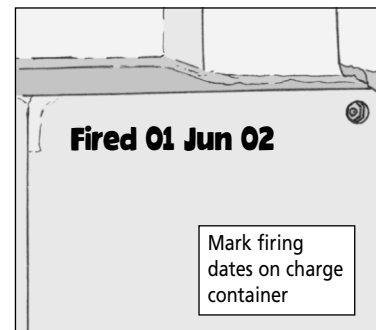
Operators

The time to do the continuity check called out in Item 22 in the PMCS in TM 9-1375-215-13&P is **before** you go to the field. That's the only way to pinpoint electrical problems like a bum cable and to fix them **before** your mission. You can't do much about replacing a bad cable once you leave the motor pool.

Make sure all four turnbuckles are installed and all four have safety nuts screwed on tightly. Without the turnbuckles and nuts, the charge container won't be secure on the trailer. In rough country, the container could be bucked loose.

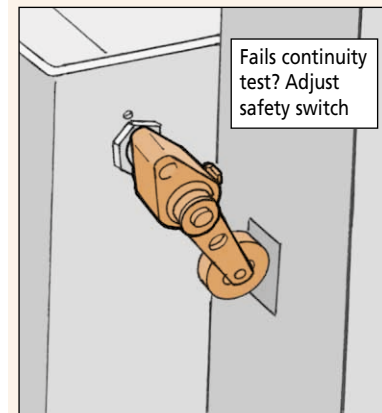


Keep track of how often you've fired the MICLIC. After three firings, an inert linear charge needs to go to your ammo supply point for replacement. Firing a charge more than three times can lead to the charge breaking apart during firing. Just mark the date of each firing on the charge container. Then you can tell at a glance if the charge needs replacing.



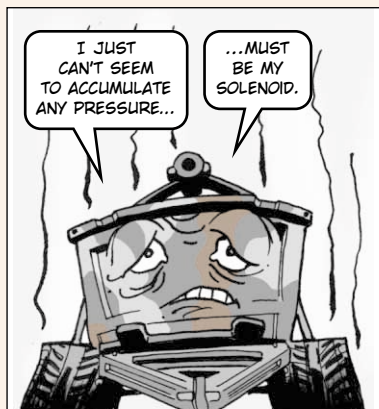
Repairmen

If the MICLIC does fail the continuity check, don't automatically replace the control box. Often the problem is an out-of-adjustment safety switch. Adjust the switch like it says on Page 5-12 of the -13&P and do the continuity check again.



If you pump up the pressure and the pressure won't stay in the accumulator, it's probably a bad solenoid. If the solenoid sticks open even a crack, pressure leaks out of the accumulator.

Replace the solenoid, NSN 4810-01-351-5845, and the accumulator should start pressuring again.



Cover the trailer brake handles with tape before you send the trailer to the paint shop. If the the handles are painted, they can become impossible to move. Sometimes the whole brake system must be replaced.

